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SINGAPORE, KEY POINT OF BRITISH ★ ★ EMPIRE ★ ★

By ERNEST O. HAUSER

Singapore island, which lies almost exactly on the Equator, is twenty-seven miles long and fourteen miles wide. When Sir Stamford Raffles, as agent for the East India Company, acquired it in 1819 from the Sultan of Johore, on the Asiatic mainland just across the narrow channel to the north, it was a solid jungle mass giving way only to one small fishing village. Through the years the island has been tamed and cleared, but when Britain chose to build a great naval base there the site chosen was a maze of remote swampland. An elaborate program of clearing and draining had to precede actual construction. But the place is strategically worth the trouble; it is well protected naturally against any enemy approaching by land, air or water. Last Summer's combined manoeuvres, in which all available British planes and warships of the Far Eastern squadrons took part, established the base's impregnability to the satisfaction of the experts.

What is now ready for active use is a formidable establishment of defense—vast storage grounds for naval supplies and munitions, first-class airfields, hangars and shops, huge oil reservoirs, steel nets to protect Singapore's waters against audacious submarines, anti-aircraft batteries, searchlights, and the most powerful guns in the world. Singapore's guns, the subject of rumor and speculation for several years, were recently revealed by British Army sources as being of 13½-inch and 18-inch caliber.

But the gun emplacements there and at Blakang and Brani Islands and at Changi, and the power stations and munition dumps and airdromes, are not the major elements of Singapore's great base. Even more important, in the naval scheme of things, are two colossal drydocks, capable of housing and repairing simultaneously any two of the British Navy's largest dreadnoughts.

One is the huge floating drydock which was towed all the way from England—a major achievement of modern navigation and seamanship. The other is the permanent drydock, constructed on the spot and big enough to take the largest ship afloat. These two docks give the Singapore base a vital place in the framework of imperial defense; it will serve as the concentration rendezvous for the scattered units of the British fleet in the whole Pacific and Indian Ocean area.

The exposed dominions of Australia and New Zealand were the first to call Britain's attention to the fact that they were practically defenseless. Britain has never had a Pacific fleet; a handful of cruisers was all the British Admiralty could boast of east of Suez. The Pacific area had been considered the safest of all the seven seas. But Japan's rapid advance as a world power after the war and the unusual expansion of the Japanese Navy changed this picture overnight.

British admirals realized that in addition to the complete lack of effective naval forces in the East it was not even feasible to send battleships out to Eastern waters and operate them there. Battleships need convenient drydocking facilities, and the British drydock nearest that area was at Malta, 6,000 miles away. The construction of a centrally located, strongly fortified base became essential.

Singapore was chosen as the site. Three-quarters of the empire's land territory lies around it, inhabited by three-quarters of the empire's population. Australia and New Zealand as well as British Malaya and British India, and even the shores of South Africa, could be defended by a fleet operating from Singapore.

But Singapore's natural advantages as a concentration point did not exhaust the strategic possibilities of the base. Like Suez and the Panama Canal Zone, it dominates one of the key passages of the world's waterways. Singapore Strait, a channel only nine miles wide between Singapore and the Dutch island of Riou, constitutes the one easy passage between the Pacific and the Indian Ocean. It is a gateway which no major ocean-going ship or battle fleet can avoid on its way east or west.

Singapore's huge guns command this gateway so effectively from all approaches that no Eastern enemy could penetrate into the waters of the Indian Ocean. It is here that Britain's Indian Empire, with 350,000,000 people and $3,000,000,000 worth of British investments, and the Indian Ocean which carries $5,000,000,000 worth of British trade every year, have to be protected. With adequate forces at Singapore, India's rich ports can, at least in theory, rest safe with minor defenses.

That to the casual visitor Singapore presents few signs of such a destiny adds an ironic touch. The city's life and whole appearance belie the sinister machinery of modern warfare hidden away behind it. And the whole fascinating splendor of a teeming equatorial city catches and holds the visitor's eye. He sees a peaceful harbor where hundreds of small vessels of strange, exotic registry nudge their way through a maze of bulky steamers, and floating on the horizon are tiny blue islands of romantic mystery. Powerful binoculars might, if trained from the proper angle, reveal signs of big gun emplacements on those idyllic islands, but who will turn from the city to examine them thus closely?

Singapore is a city of half a million population, capital and administrative center of British Malaya. Yet it is not a brown Malay city; it is yellow, for nearly 400,000 Chinese give the scene its prevailing color.

Crowded streets are lined with picturesque Chinese signboards. Alert rickshaw boys and noisy hawkers are everywhere. The whole intricate system of Chinese society, including the clan structure, secret societies, opium dens and "mui-tsai"—semi-slavery of minor girls—has been imported and flourishes lavishly.

The blazing equatorial heat keeps Westerners indoors the greater part of the day. Singapore's mean temperature is about 80 degrees and seldom falls below 70. Life for Europeans begins after dark, when people go for drives along the ocean, over the causeway to the near-by Sultanate of Johore, on the mainland, or to one of those picturesque spots where the suburbs fade away and the rubber plantations begin.

It is a tradition that most people in Singapore are bored, like dwellers in many colonial cities, and make up for the lack of excitement with gossip over the few genuine scandals and with whisky and soda, called "stenga" from the Malay word meaning "half." But it is wealthy, and money is spent freely; the city's trade totals some $750,000,000 a year.

Singapore's wealth rises from the same geographical fact which has made it a focal point in British colonial defense strategy: it stands at the gateway between East and West. East-bound ships have to call at Singapore on their way to China, the East Indies and Japan. West-bound ships halt there on their way to India, Africa and Europe. This had made the port a clearing house for Southeast Asia.

Add to this the fact that a 2,000-mile circle drawn around Singapore takes in the heavily populated colonial possessions of Holland, France, Portugal and Great Britain, and the trade possibilities are still further expanded. The tropical riches of these possessions pass through Singapore on their way to Europe and America, and the manufactured goods of Europe, the United States and even Japan are stored in and distributed from Singapore. It is a free port, and some 15,000,000 tons of international shipping pass through there every year.

Those surrounding territories, with their vast natural wealth, their rubber plantations and their oil wells, share a common destiny. And their Western masters share a common specter. The resources, particularly the rich oil fields of Netherland India, present a natural temptation to a navy which lives on oil and to military leaders who feel an acute lack of essential raw materials produced lavishly in the tropical islands. The development of Japanese Formosa, not so far to the north, might have been and—in some quarters—was interpreted as the building of a springboard from which southern adventures might be launched.

The Netherlands, France and Portugal were aware of their own weakness in the Far East. Although all these countries have handsome budgets for colonial defense, their distant possessions are not equipped to weather a real storm. So there has been a tendency to rely on Great Britain as the only Western power strong enough to hold its own in that area. The resolution with which Britain has gone about the work at Singapore, therefore, has evoked a cheerful reaction among the other colonial powers.

But if Britain should use her power to help protect the other colonies, she would not be acting for merely altruistic reasons. The Dutch possessions constitute the bridge between Singapore and Australia, and their occupation by a hostile force would cut off Australia from the system of imperial defense. Moreover, the number of natural ports and natural hiding places from which attacks might be launched in the archipelago would, in that event, render the British position in Singapore highly uncomfortable.

The same is true in the case of French Indo-China, whose coastline flanks the British defense barrier between Hongkong and Singapore. And the Portuguese possessions of Macao and Timor are close enough to British key positions to make their occupation by a hostile force extremely undesirable.

Whether there is a defensive alliance which makes Singapore responsible for the protection of surrounding territories under foreign flags is a matter purely of speculation. From the strategic angle it is irrelevant; it seems clear that only the cooperation of all the Western powers concerned could prevent catastrophe in case of an emergency. Recently it was announced that France would expand the small naval base at Cam Ranh, on the Indo-China coast between Singapore and Hongkong, and it is evident that Anglo-French naval cooperation would greatly strengthen both nations' position in that region.

Whatever the underlying set-up, the naval base at Singapore seems predestined to be the focus of a colossal scheme of international defense. Its significance in maintaining the status quo in the Asiatic area is evident. British influence and British power recently have been pushed back toward the south. Defense of vested British rights and interests at Shanghai was not made a sharp issue. The defense of Hongkong, which has no hinterland, is obviously a herculean task. But Singapore is a key point of the empire. Undoubtedly Great Britain is now notifying the world in no uncertain terms that if it is needed, Singapore is ready.

The New York Times Magazine, February 6, 1938.

AERONAUTICAL RESEARCH INSTITUTE MONOPLANE SETS TWO WORLD ★ ★ MARKS ★ ★

The streamlined monoplane of the aeronautical research institute came to a safe landing at Kisarazu airport May 15th night after setting two new world records by a comfortable margin.

The landing was made at 7:21 o'clock, a few minutes after the plane had completed its 29th lap over the closed course in 62 hours and 24 minutes since its take-off early on Friday morning.

The new world records, yet to be officially recognized, are the plane's continuous flight of 11,600 kilometers, against the previous mark of 10,601.48, and the average speed for 10,000 kilometers of approximately 180 kilometers per hour, against the previous 149.853 kilometers.

Originally it had been planned to complete 30 laps over the square course covering 400 kilometers to set a new endurance flight record of 12,000 kilometers. The fliers decided to land, however, after they had passed the airport for the 29th time at 7:19 o'clock, occupying two hours and eight minutes for the final lap.

The monoplane's crew of three were Major Yuzo Fujita and Sergeant-Major Fujiro Takahashi, the pilots, and Mr. Itomo Sekine, the mechanic.

After formally reporting that he had "finished the test," Major Fujita explained in an interview with Domei that, although the plane had sufficient fuel for another lap, he decided to land after the 29th because of indications of adverse weather in part of the course. He said the test had been profitable in many respects and that the plane had performed "perfectly."

World Mark Passed

The previous world distance record was surpassed when the plane droned over Kisarazu to complete the 27th trip at 3:05 o'clock in two hours 12 minutes. At that moment the plane had been flying for 58 hours and 10 minutes and had covered a distance of 10,800 kilometers.

Hector Bywater, Naval Expert, Tells Powers' Building Plans (IV)

The German Schedule

Only a brief survey of the vessels concerned in the current German schedule need be given here. The following are under construction:—

BATTLESHIPS.

Scharnhorst Gneisenau
26,000 tons; length, 741ft. 6in.; breadth, 98ft. 6in.; speed, 30 knots; armament, nine 11in., twelve 5.9in., twelve 4.1in. A.A.

F G H
35,000 tons; length, 792ft.; breadth, 118ft. lin.; Speed, 30 knots; armament, eight 15in. and twelve 5.9 in.

AIRCRAFT CARRIERS.

A B
19,250 tons; length, 820ft.; breadth, 88ft. 6in.; speed, about 31 knots

HEAVY CRUISERS.

Blucher Admiral Hipper J
10,000 tons; 639ft. 9in.; breadth 70ft.; Speed, 32.5 knots; armament, eight 8in. and twelve 4.1in. A.A.

LIGHT CRUISERS.

K L
10,000 tons; 6in. guns

M N
7,000 tons; 6in. guns

DESTROYERS.

Six
1,811 tons; 36 knots; armament, six or eight 6in. guns, eight tubes

Six
1,625 tons; 36 knots; armament, five 5in. guns, eight tubes

TORPEDO BOATS.

Eighteen
600 tons; one 4.1in. gun, six tubes

SUBMARINES (COMPLETED AND BUILDING).

Ten
740 tons; 18 knots; one 4.1in., six tubes

Twenty-one
517 tons; 16 knots; one 3.5in., five tubes

Thirty
250 tons; 13 knots; three tubes

Other construction includes twenty-four 600-ton minesweepers and a number of motor torpedo boats.

Information received during the past year indicates that the Russian Navy is again becoming a factor of importance. Three battleships of 35,000 tons, to be armed with nine 16in. guns, are projected. A Russian naval mission visited the United States in 1937 to discuss the possible construction of one or two of the vessels in that country, but no decision has been announced. Even if the ships are laid down in Russia, a great deal of the material, including guns and armour, will be imported. The former cruiser "Admiral Kornilov," 9,000 tons and 30 knots, has been reconstructed as an aircraft carrier and renamed "Stalin." At least four cruisers, mounting 7.1in. guns, are in hand, either as new or reconstructed vessels. Eight flotilla leaders of a very powerful type, known as the "Leningrad" class, are ready or completing, one of which, the "Tashkend," was launched at Leghorn, Italy, on November 21st. Displacement, 2,900 tons; speed, 35 knots; armament, five 5.1in. guns, six torpedo tubes. The Russian Navy is now credited with the remarkable total of 149 submarines, of which 112 are completed. The largest are of 1,2000 tons, the smallest 200 tons and the great majority have been laid down in the past five years. Whether the Russian submarine fleet has really attained this numerical strength will not be known until official returns become available, as, thanks to the Anglo-Russian Naval Treaty of 1937, they are likely to do in the near future.

Training Cruiser for Argentina

The training cruiser "La Argentina," 6000 tons, building by Vickers-Armstrongs at Barrow for the Argentine Government, was launched on March 16th. Duding the year seven destroyers for the same Government were put afloat—three by Vickers-Armstrongs, two by Cammell, Laird, Birkenhead, and two by John Brown and Co., Clydebank. These vessels, of 1375 tons and 35.5 knots, bear a close resemblance to the British "Greyhound" class.

In December the Brazilian Government placed a contract with British firms for six destroyers, two to be built respectively by Vickers-Armstrongs. J. S. White and Co., Cowes, and J. I. Thornycroft and Co., Woolston. They will be very similar to the standard British 1350-ton class, and are estimated to cost nearly £400,000 each.

The Netherlands flotilla leader, "Tromp," was launched on May 24th. Although displacing only 3,350 tons, the carriers six 5.9in. guns, eight light A.A. pieces, and six torpedo tubes, and has machinery of 56,000 S.H.P. (Yarrow boilers), for a speed of 32.5 knots. A new cruiser, 8,000 tons and 33 knots, is to be laid down this year. With a view to reinforcing the East Indies Squadron, nine submarines are now building. Their completion will raise the number of Netherlands submarines to thirty-one.

The Polish flotilla leaders, "Blyskawica" and "Grom" built by J. S. White and Co., Cowes, were completed during the year. Displace-

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The new record for average speed over 10,000 kilometers was set at the completion of the 25th circuit at 10:42 o'clock. By then the plane had remained cruising 53 hours and 47 minutes at a rough average of 180 kilometers an hour, considerably greater than the previous record of 149.853 kilometers established by J. le Brix and Marcel Doret, of France, in June, 1931.

The 24th circle ended at 8:37 o'clock after a flight of two hours and 24 minutes. As the plane passed Kisarazu then it had remained in flight for 51 hours and 42 minutes. Had the ship been flying in a straight line eastward it would have been approaching Los Angeles; over the southern course to Europe, it would have been nearing Athens.

At this stage an average altitude of 800 to 1,000 meters was being kept and already three and half tons of the fuel load of four and half tons had been consumed. To prolong the flight most effectively, the pilots had cut the average speed to 170 kilometer per hour from the 184.5 at which they had been cruising most of Saturday, throttling the motor to develop 400 horsepower of its maximum 700. Consequently slightly longer time was being used yesterday morning to cover each 400-kilometer lap. The 22nd round took two hours and 16 minutes and the 23rd, two hours and 14 minutes.

60th Hour Reached

The 60th hour of flying was reached shortly before the end of the 28th lap. This trip, occupying two hours and five minutes, was accomplished when the plane was clocked at Kisarazu at 5:10 o'clock, 60 hours and 15 minutes after the take-off from the naval air-port at 4:57 o'clock Friday morning.

The night flying Saturday (May 14th) and early yesterday (15th) morning again was favored by near perfect weather and moonlight which helped the fliers to pick out their marks. As in the previous period of flight during darkness, the plane signalled its approach to the observation points by lighting and extinguishing its landing lamps several times.

The Japan Advertiser, May 16, 1938.

FIGHTING PLANES OF THE POWERS (II)

The Air Forces of Great Britain and Germany were dealt with in our last issue. It should be explained, however, that the French Air Force is now in process of active reorganisation and expansion, and that a number of even more formidable aircraft are now being adopted. The standard Air unit in France is the group, which is composed of two "escadrilles," formations which, generally speaking, are rather smaller than R.A.F. squadrons. Two groups form an "escadre." The strength is at present somewhere in the neighbourhood of the following figures: Home, 2000 machines, with an additional 550 in reserve; Navy, 110 machines and a few in reserve; Overseas, 450 machines and 130 in reserve. There are, in addition, three dirigibles. The total personnel is about 40,000 of all ranks. There are four "Commands" in France—Metz, Paris, Lyons, and Tours.

The Italian Air Force has gained a reputation that is grim—to say the least of it—this being enhanced by the notably frank remarks in Signor Mussolini's recent speech in the Senate. "Our 'C.R. 32' 'planes," he said, "although not so fast, have played havoc with the Curtiss and Napier 'planes in the skies of Spain." Later, in the same speech, came the words: "War from the air must be conducted in such a way as to throw confusion into the dispositions of the enemy . . . to sap the moral of his people." A revealing description of the raids on Barcelona has been given by the "Daily Telegraph" special correspondent, Mr. H. W. Buckley. The machines which dropped the very heavy high-explosive bombs which wrought such havoc there on "Black Thursday" were apparently Savoia "81's" and "79's." These two typical Italian bombers were illustrated on these pages; as is also the "RO 37," another machine which, it seems, has done good service for General Franco. The Breda "65" is adapted to what is known in this country as "ground strafing"—*i.e.*, attacking small targets such as railways, bridges, troops on the march, and aerodromes. It is normally a two-seater but may be flown solo. The Breda "88" is an answer to the R.A.F. "Blenheim" type of bomber.

There is little reliable information to be had about the Russian air force. In 1936 the major portion of the equipment of the Soviet Air Force, with the exception of obsolescent twin-engined bombers and two-seat reconnaissance machines, and old single-seat fighters still retained in the Caucasus and Central Asia, consisted mainly of aeroplanes derived from prototypes brought out between 1929 and 1931. The bombing force is armed mainly with the "T.B. 3" four-engined monoplane, but re-equipment is in progress with the "S.B." twin-engined all-metal low-wing medium bomber. The fighter squadrons are still mainly equipped with the "1.5." single-seat biplane, but the "1.15" and "1.16" are being produced in large quantities for re-equipment. Russia has few aircraft designers capable of original work. A. N. Toupolev, the Director of the Central Aero Hydrodynamics Institute, who is responsible for the "A.N.T." types, is, however, outstanding in this respect.

—*The Illustrated London News.*

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ment: 2,011 tons, 54,000 S.H.P., 39 knots, seven 4.7in. guns, six torpedo tubes. For the same Government a 2,227-ton motor minelayer, 20 knots, was completed in France, and three large submarines are building in Holland. Messrs. J. S. White and Co. have been commissioned by the Polish Government to give technical supervision to the development of Gdynia, the new commercial port and naval harbor near Danzig, as a shipbuilding and repairing center.

Civil war is playing havoc with the Spanish Navy. The battleship "Espana" was destroyed by a mine in April, and two months later her sister ship "Jaime I," sank in harbor after an internal explosion, but is being repaired. The 10,000-ton cruiser "Baleares," launched as far back as 1932, was commissioned by the Nationalists during the year, but is without her aftermost turret, the armament thus being reduced to six 8in. guns. It would appear that work is proceeding slowly on three large submarines which were begun at Cartagena in 1935.

Guarding France's Communications with North Africa and the Far East:

THE MEDITERRANEAN SQUADRON

General Franco's recent successes have created the fear in France that the Catalan frontier may at some future date be under his control, and the presence of German and Italian volunteers in his army has necessarily concentrated attention on the French Mediterranean squadron, on which depends France's vital communications with North Africa and her Far Eastern Empire. In December, when the Naval Estimates, totalling some £30,000,000, were passed by the Chamber of Deputies, the Chairman and Rapporteur of the Naval Committee of the House declared that France was running the risk of falling from fourth to sixth place among the naval powers. M. Campinchi, the Minister of Marine, later stated: "If there is ground for uneasiness, there is none for alarm. France may be proud of her Fleet." Recently the Mediterranean squadron held extensive manœuvres, at which Vice-Admiral Darlan, Chief of the Naval Staff, was present—it will be remembered that he was appointed to assist General Nollet, President of the National Defence Fund, a short time ago . . . . . .

The cruiser "Dupleix" was completed in 1931 and is armed with eight 8-in. guns and eight 3·5-in. A.A. guns. The "Colbert," her sister-ship, which has a fore-topmast, is flagship of the squadron. Each carries three aircraft with two catapults and has a radius of 5000 miles at 15 knots. "Mistral," a vessel completed between 1926-27 and armed with four 5·1-in. guns, shows a rating receiving orders by means of a loud-speaker and manipulating an instrument which sets the signalling-lamp at the correct angle and line for communicating with a passing ship. "L'Indomptable" is a destroyer of the "Fantasque" class and is armed with five 5·5-in. guns and four 13-mm. A.A. guns. She has four depth-charge throwers and nine torpedo-tubes. Her speed exceeds 43 knots and a sister-ship, "Le Terrible," is believed to have reached a record speed of 45·25 knots on trials. The "Strasbourg," sister-ship of the battleship "Dunkerque," which was completed last year, is expected to be finished this year and the two 35,000-ton battleships "Jean Bart" and "Richelieu" are likely to be ready in 1939 and 1940 respectively. Each will carry four aircraft.

Atlantic to Mediterranean: Franco's Gradual Advances in Spain

The revolt in Spain began with the murder by "Shock Police" of a Fascist leader, Sr. Calvo Sotelo, on July 13, 1936. On July 17 the Foreign Legion in Morocco revolted under General Franco, who flew there from the Canaries. It was followed by various garrisons in Spain, notably at Burgos in the north-west, in Saragossa, and in the Balearics. The Army officers attempted to rise in Barcelona and Madrid, but were overcome by popular resistance. From the start, Morocco formed a base for the insurgents. Their forces in the south of Spain then started by capturing isolated towns. Badajoz fell in August, and the southern forces joined up with General Mola's in the north-west. In September Irun and San Sebastian were taken in the north-east; and in the centre an attack launched up the Tagus Valley. Toledo was reached on September 28. By November the Nationalists were at the gates of Madrid. On November 15 they crossed the Manzanares River and entered the University City, but got no further. In 1937 an advance was made in the south, and Malaga fell in February. After an attempt to cut off Madrid had failed at Guadalajara, General Franco turned his attention to the weak and isolated Republican forces on the north coast. Bilbao fell on June 19, Santander on August 26, and Gijon, the last Government city in the north, on October 21. This year opened with a Government counter-attack. The Nationalists lost Teruel, but soon regained the ascendant. Teruel was recaptured and a new offensive was started which carried them into Catalonia. Lerida fell on April 3. Gandesa, a place about twenty-five miles from the coast, was taken on April 4; and, as we write, the Nationalists are reported to be threatening Tortosa and the last remaining road linking Catalonia with the rest of Republican Spain. A relief offensive has been started by the Madrid army on the Guadalajara front, but it seems unlikely that this will prevent General Franco from reaching the Mediterranean.

Weaving the Sands of the Sea

Edward Brecher and Philip Dunaway

"All things may be woven," wrote Dante, "even the sands of the sea." Today glass-makers are weaving tons of sand—sand made into almost invisible threads of glass from which are spun lustrous yarns for fire-resistant textiles and electrical insulation. They are producing fabrics soft as cotton, sheer as silk, tough as canvas. This new fibrous glass may be cut, sewn, woven or knitted—it is industry's newest basic material.

As early as 1892 an American glass company tailored a dress of silk fabric interwoven with strands of glass thread, and exhibited it at the Columbian Exposition. Since then glass-dress stories have popped up from Paris, Hollywood, and points between. But today glass fiber has become a staple of commerce.

Even a 14th-century Venetian could produce glass fiber, but he couldn't draw it one-twentieth as fine as a human hair, nor could he manufacture enough of it daily, as Corning Glass Works does, to reach the sun, and enough more, as does Owens-Illinois, to reach back.

The modern process begins with small glass marbles, exactly like those you played with as a boy. These are fed, one at a time, into a trim electric furnace no bigger than a kitchen stove. High-pressure steam blowers force the molten glass through 102 tiny holes in a plate that forms part of the furnace floor, producing foot-long, cottonlike glass fibers which are gathered by mechanical fingers and twisted into yarn. Wound on spindles, the yarn is processed into cloth by regular textile machinery.

The same kind of furnace also produces continuous fibers, with a 10,000-mile unbroken strand no novelty. It is hard to believe that each quarter-ounce marble will yield nearly a mile of thread of 102 filaments. To do this no blowers are needed; the attendant simply grasps the filaments as they worm their way through the perforated plate, fastens them to a revolving drum which pulls them out—drawing some 60 miles of fiber a minute. A single twist makes a soft strand; half a dozen a strong, tough thread. Though glass fabric won't take a dye, tinted glass marbles may be used in the furnace to produce yarns of different colors.

With the textile field at present highly competitive, glass fibers thus far are mostly used for two special purposes—as chemical filters and as electrical insulation. As the former, glass resists most acids and withstands temperatures even four times as high as can ordinary cloth. Also, glass cloth filters last weeks instead of days, and are used in places where no filter has ever served before.

Even more startling is glass fiber's success in electrical insulation. It not only insulates but is fire-resistant, vermin-proof and highly flexible. There is no reason why all electrical wires should not be wrapped in glass. Then, too, glass can be used in layers so thin that a five-horsepower electric motor, glass insulated, takes up no more space than present motors of half that power. Indeed, glass may become as universal an insulator as copper is a conductor.

Glass men are not ready to push the idea of glass clothing, but they do see possibilities of dining off glass tablecloths and living among glass curtains and awnings. You'll see them first on ships and in theaters, where fire means catastrophe; later, in public dining rooms where there will be no more cigarette holes in table "linen." Architects envision thin, almost filmy nets of close-woven glass applied over colorful wallpaper, reflecting light into darkest corners and permitting color from the paper underneath to shine through in pastel patterns.

Unprocessed glass fiber—produced in huge furnaces—is being used in carload lots as "glass wool" for insulating buildings, railroad cars, automobiles, refrigerators and all types of furnaces. Germany is using it extensively as heat insulation in her new process of extracting gasoline from coal on a large scale. Previously she had imported asbestos for this purpose. But shortly, using American machinery in her glasswool factories, she will be freed of the need of importing asbestos and possibly certain other raw materials. Even the poorest of have-not nations has sand.

Counteracting the Heavy High-Explosive Bomb

The experiences of Barcelona on "Black Thursday" made it clear that civilian populations menaced by aerial warfare have at least as much to fear from the very powerful modern high-explosive bomb as they have from incendiary or gas bombs. High-explosive bombs may go off on impact, or be exploded by a fuse giving a more or less long delay after penetration. The destructive effect of a bomb exploding on impact comes principally from the blast of the explosion, but also, of course, from bomb splinters. Blast is due to the air pressure produced by the explosion. So terrific is the blast from a big bomb that if blast pressure were sustained, as in the case of wind pressure, there are few walls in existence which could stand up to it. Fortunately, the pressure is only momentary (the time taken for it to act and die away is about 1-1000th second), and this makes all the difference. Official investigations have tended to show that buildings of normally strong construction will not be affected by the blast of bombs exploding beyond fifty feet away. The effects of blast often appear very freakish. At Barcelona there were cases when a street was swept, though the buildings remained intact; and persons standing by windows suffered concussion at a considerable distance away from the bomb explosion. The problems of meeting the bomb with delay-action fuse are illustrated on the left of our double-page. As regards public precautions in this country, it may be said that the first canon of A.R.P. policy is to keep people as much as possible in their homes and off the streets—that is, behind walls and in gas-protected rooms. Shelters in the basements of big buildings are favoured, and, as illustrated above, afford excellent protection if properly constructed. Special shelters built in selected positions are also favoured, provided the shelters are not too large. Trench systems are to be recommended for the use of people caught in the streets, or in flats or densely populated areas in which no proper shelter-rooms can be provided inside the houses. The trenches and shelters in the garden squares are for the same purpose, but they will not be built in large squares of well-to-do houses where the householders have proper indoor shelters. Trenches, it may be added, have proved their protective value during the raids on Barcelona.

'JAPAN TODAY'

Forum Lecture by Prof. A. F. Thomas of Bunrika University

The Spring session of the Watford Forum opened with a meeting on Monday last at Cookery Nook, when Mr. A. F. Thomas gave an instructive lecture on "Japan Today."

Mr. A. Gray Jones, Chairman, introduced the speaker, who, he said, had only recently returned from Japan where he had spent 12 years on the teaching staff of a University.

Mr. Thomas began by saying there was a lamentable ignorance in this country about Japan and her problems, an ignorance which was both geographical and historical, and which in the light of the present conflagration in the Far East had completely alienated British sympathies from a former ally.

Japan, he reminded his audience, up to 1868 was a feudal state with its own ancient culture, deliberately isolated, and zealously protected from the contagion of Western comercialism. Two hundred and fifty years earlier she put down the barriers because she had feared the imperialistic aims of the powers that sponsored the Catholic missions of those days. A vigorous island race, the Japanese, in contradiction to their more docile and placid neighbours across the Yellow Sea, resisted from the first any attempt at domination from the West.

Unwelcome Traders

But in 1854 at the cannon's mouth Japan was forced to open her doors to the unwelcome traders from Europe and America. Japan has not yet forgotten the arrival of the "Black Ships." Forced, somewhat brutally, to admit the intruders from overseas, the Japanese under the leadership of able and far-seeing statesmen set themselves to learn the tricks of the traders and acquire all the trappings of the commercial West. The period from 1868 to 1894 was one of complete upheaval and rapid change comparable only with the Elizabethan, or Victorian period in our own history. The Japanese were apt pupils, and if they adopted rather too eagerly the doctrine that "Trade follows the Flag" it should be remembered that it was a growing popular slogan in the older countries when Japan was growing up. Manchuria, offered by her China after the Sino-Japanese War or 1894, was refused after pressure applied by the Triple Entente, and passed under the suzerainty of Russia.

Once again Japan felt she had been ill-used by the Western powers and the Russo-Japanese War, when she enjoyed the moral support of Great Britain, followed inevitably some ten years later. The Anglo-Japanese Alliance, which was very profitable to our country, was loyally observed by the Japanese, and brought them, rather reluctantly, on to our side in the Great War when her fleet was particularly useful for convoy duty. But, when the spoils of victory came to be shared out, Japan again felt aggrieved, particularly over the question of Tsingtau.

Following the diplomatic defeats and pinpricks of the pre-War and immediate post-War period came a growing antagonism towards Japan. The Anglo-Japanese Treaty was abrogated, the great naval base was begun at Singapore, and more serious still, Japanese immigration into America was brought to a standstill. Austraria was equally inhospitable.

Japan, said the speaker, was a land of 70,000,000 people who were increasing at the rate of a million a year. So mountainous was the country that only 20 per cent of it was arable land, and it was literally cultivated to the hill-tops. The Japanese were essentially a frugal race, but even the most frugal could not live without food and shelter. What were they to do? Where were they to go? Their problem was nakedly an economic one. They were rejected as immigrants and the barriers of economic nationalism were stifling the possibility of their growing as a trading and manufacturing nation. He, himself, thought that they had honestly tried peaceful penetration in China, but that the growth of nationalism there as elsewhere had resulted in open animosity which had in turn lead to "incidents" rendering armed force inevitable.

Bedrock of Japanese Life

To the obvious remark of the Westerner "Why do they not check the growth of their population?" he would reply that the family system was the bedrock of Japanese life, its essential feature. The National cult of Shintoism was ancestor-worship; the family was something sacred.

Turning to other sides of Japanese life, Mr. Thomas said that over 99 per cent of the population attended the primary schools and he contrasted this figure with China, where 80 per cent of the nation was illiterate. In Tokyo alone there were 23 Universities, and others in the provinces. Higher education, like everything else in Japan, was very cheap and there was such a surplus of graduates that reforms were under consideration.

There was an excellent system of national railways, many of which were electrified

Place-Names of Character

Sugar, Idaho
Hominy, Oklahoma
Toast, North Carolina
Tomato, Arkansas
Cucumber, West Virginia
Tea, South Dakota
Coffee, California
Cocoa, Florida
Pie, West Virginia
Gallant, Alabama
Spry, Utah
Alert, Indiana
Erect, North Carolina
Gay, Michigan
Chic, Tennessee
Beauty, Kentucky
Handsom, Virginia
Slick, Oklahoma

The Most Exciting Boat Race For Years:

OXFORD'S SIGNIFICANT WIN

The ninetieth University Boat Race will be remembered by two things—Oxford's fine win, which proved that their great victory last year, after thirteen successive defeats, was no mere flash in the pan, but due to the betterment of Oxford rowing; and, secondly, the weather conditions, for a strong westerly breeze had whipped the water into waves and both boats shipped it "green" before the race was over. Oxford have now won 42 races and Cambridge 47. Oxford lost the toss and Cambridge chose the Surrey side, but, with rough water, the Middlesex station was a little better and Oxford led from the start. At the Mile Post Oxford were just over 1½ lengths ahead, but Cambridge, going strongly and steadily, were overlapping just before Harrods', Oxford led by two-thirds of a length at Hammersmith Bridge, but were passed at the "Stork" training ship and by the bottom of Chiswick Eyot Cambridge were half a length ahead. At Chiswick Steps Oxford again led and, although Cambridge succeeded in drawing level once more, they kept their advantage and slowly drew away to win by two lengths. Both crews were comparatively fresh at the finish and Cambridge came home with a fine burst of 38. The time was 20 mins., 30 secs.

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and the use of electricity in general was so widespread, even in remote villages, that in this respect Japan was far ahead of this country. The speaker mentioned also the specially cheap facilities that school-children and students enjoy for railway travelling and the extensive use made of them.

Public Health, he considered, was adequately looked after and he had been particularly impressed by the skill of Japanese surgeons. The legal system was based on the German legal code and the Parliament, among which were 46 Socialist members, was elected, there being universal male suffrage. The Army was recruited almost entirely from the peasantry with whom its interest were therefore closely bound up, and it was democratic in that officers up to the rank of colonel, at any rate, did not disdain to take the penny bus.

Speaking of the future of Japan, Mr. Thomas, said the country seemed to be faced with the alternatives of expanding or perishing. It was the old question of "Haves" and "Haves not." A move generous spirit was necessary in international affairs, a desire to face other people problems in a more tolerant and helpful manner; in this way only could resort to force be avoided.

West Herts Post and Watford Newsletter, England, Feb. 10, 1936.

A Short History of Anglo-Japanese Relations

By Chozo Muto

The title of this book is somewhat misleading. Either A Guide to the Study of Anglo-Japanese Relations or Bibliographical Notes on Anglo-Japanese Relations would be a much more accurate description of the contents. It is valuable for its careful discussion of played important roles in Anglo-Japanese affairs. The author apparently thought that his readers would be interested primarily in the European sources and believed they would know little and careless about Japanese sources and believed they would know careless about Japanese sources, for he deals much more fully with English and Dutch records than he does with Japanese.

This makes the books a trifle disappointing to America and European scholars who can make use of a Japanese records, but they will undoubtedly find these all listed and discussed carefully in the author's large Japanese work on the subject. No attempt has been made to treat Anglo-Japanese relations since 1867. The Author's interest is centered on the years 1600-1623, and so in a short book of this type.

An interesting glimpse is give of the complexity of international politics even in the seventeenth century when it is pointed out that, although the marriage of King Charles II to a Catholic Princess of Portugal gave Bombay to England, it destroyed England's Chance of re-establishing Commercial and diplomatic relations with Japan in 1673, because of the great distrust the Japanese bad of the Catholic Portuguese and all persons in any way connected with them.

By Robert Karl Reischauer.

(The American Historical Review, *April, 1937, Vol. XLII, No. 3)*

On December 10, 1937, Charles A. Lindbergh, chairman of Pan American Airways' technical committee, asked eight leading aircraft manufacturers to bid on the construction of planes capable of carrying 100 passengers and a crew of 16 at a speed of 200 miles an hour for 5000 miles. Costing more than $1,000,000 each, these ships are to have full stateroom and dining room accommodations and will carry a pay load of 12½ tons—ten times the capacity, considering load and range combined, of the present China Clippers. —*N. Y. Times.*

PERCY NOEL: When Japan Fights

Some Comments from Abroad

UNIVERSITY OF MINNESOTA

In times like these, we are particularly anxious to have material on all sides of controversial questions.

Frank K. Walter,
University Librarian.

DARTMOUTH COLLEGE
Hanover, N. H.

We are sure that the book will have historic interest at some future date when the rights and wrongs of the present conflict can be historically assessed.

Alexander Laing,
Assistant Librarian.

UNIVERSITY OF ARIZONA

I believe I can say that it is the purpose and effort of all American libraries to have both sides of all controversial questions represented on their shelves. We are glad, therefore, to have this favorable presentation of the Japanese position. I believe that if a similar consideration of all controversial questions could be possible in all the countries of the world, our whole international situation would be much more friendly and honest.

Wm. H. Carlson,
Librarian.

CONGRES INTERNATIONAL DES ÉDITEURS
Genève

I shall not fail to bring this volume to the knowledge of the members of the Executive Committee of the International Publishers' Congress, when they meet on July 18 in Leipzig.

Dr. A. Velleman,
Secretary General.

Though I have not attempted to investigate the causes of the conflict between China and Japan, and therefore have arrived at no conclusions, except that as a humanist by profession and a pacifist by conviction, I view with sorrow and horror the vast amount of human suffering, misery and waste of valuable lives entailed by the conflict on the belligerents of both sides.

I trust that the reading of Mr. Noel's book will help me to understand the need for this conflict and some justification for its frightful consequences.

Dr. Rudolph Matas,
New Orleans, La.

【Singapore の註】

giving way only to one small fishing village. たつた一つの小漁村を容れる丈に開いて居る
hangars and shops. 格納庫と工場
power station and munition dumps. 發電所と彈藥置場
in the naval scheme of things. 海軍的見地に於て
floating drydock. 乾燥浮船
a major achievements of modern navigation and seamanship. 現代航海及操縱術の一偉業
a vital place in the framework . . . 英帝國國防機構に於ける重要なる位置
the exposed dominion. 敵の攻撃に暴露されて居る様な自治領
changed this picture overnight. 忽ちにして此形勢を變化せしめた
adds an ironic touch. 皮肉な趣を添へる
small vessels of strange, exotic registry. 見なれない異國の國籍の小舟
nudge their way. 縫うて進む
mean temperature. 平均温度
meaning "half." 半分を意味する、(whisky と soda を半分半分に混ぜた意から)
a clearing house. 元來、手形交換所の意なれ共、此處では船舶の集散する所位の意
springboard. 飛込臺
handsome budgets. 可なりの豫算額
to hold its own. 其自身の立場を維持する
a hercurean task. 尨大な困難な仕事

【Sets World Marks の註】

the aeronautical research institute. 航空研究所
29th lap. 29 周回
throttle the motor. モーターを節汽瓣にて調節する
take-off. 離陸出立

【Fighting Planes の註】

escadrille. (フランス語) 小艇隊、空中部隊
R.A.F. = the Royal Air Force (英國空軍)
Command. 軍區
played havoc with. 蹂躙する
the dispositions of the enemy. 敵の士氣
ground strafing. 地上砲撃、地上掃射
two-seater. 複坐機 (二人乘)

【Weaving the Sands の註】

fire-resistant fabrics. 耐火性織物
electric insulation. 電氣絶緣
points between. 兩地間の其他地點で
to reach the sun, and enough more . . . . Corning グラス工場がやつて居る様に太陽にまで屆く丈の量、及び Owens-Illinois 會社の如く太陽から地球まで歸つて來る丈の量
the modern process. 製造方法
as a boy. 此處では小供の時に
steam blower. 蒸汽送汽管
with a 10,000-mile unbroken strand no novelty. 一萬哩續いて居る糸は珍らしくない
worm their way. 虫がはふ様に進む
with the textile field at present . . . 織物界の現時の非常な競爭のため
vermin-proof. 害虫防止の
have-not nations. "持たざる" 國

【High-explosive Bomb の註】

incendiary bomb. 燒夷彈
go off on impact. 衝突すると爆發する
bomb splinter. 爆彈の裂片
blast. 爆發氣流

【Franco's Advance の註】

the Canaries. 群島名
the Nationalists. (スペインの) 國民黨
counter-attack. 逆襲
Republican Spain. 人民戰線派のスペイン
regained the ascendant. 優勢を取りかへした
the Madrid army. 人民戰線派の軍隊 (マ市はなほ其手中にあり)

【Mediterranean Squadron の註】

the Chamber of Deputies. (佛國) 下院
Rapporteur. (フランス語) = reporter (報告者)
the Minister of Marine. (佛) 海相
rating. (下級ノ) 船員、乘組員 (集合名詞ナリ)
A.A. guns = anti-aircraft guns (高射砲)
depth-charge thrower. 水中爆彈發射機

編輯室から

◉ 旅行者の目には只だ異國風的な南海都市としてか映らないシンガポールが英帝國東の關門として恐るべき防備と施設を有する事になつた。極東に關する者が何人も無關心で居り得ない問題である。紐育タイムス紙記者の評價を載錄した所以である。

◉ ヘクター・バイウオター氏の世界列强の海軍は本號を以て完結する。四號御揃へ願へれば目下の世界最大權威の一人に依る列强建艦競爭の鳥瞰圖が得られやう。又極く簡單ではあるが列强空軍なる一文も本號で終る。

◉「海の砂を織る」の記事は先月號 Synthetic Living in Germany の續篇みたいなものである。所謂るファイヴア工業こそは目下世界新進工業界の第一線にあるものであつて何處まで進むか今後工業界の觀物でなければならぬ。

◉ 航研機の二つの世界新記錄樹立。西班牙フランコ將軍の地中海岸到達。其れに關連するフランス海軍の懸念。オツクスフオード對ケンブリッヂのボートレース。其他小篇一二。それに文理科大學敎授トマス氏が相變らず故國英國に於て日本の立場宣明のために奮闘しつゝある記事。之れが六月號である。

◉ ノエル氏の「戰ふ日本」は海外からしきりに各種の批評が入つて來て居る。極く一部分を抜いてお目にかける事とした。之れ等は目に觸れて居るものであるが其他我々の目に觸れない所で日本の立場の宣明のために奮闘しつゝあるものと確信する。

TALKS IN JAPAN

A Guide to English Conversation for Japanese Students

英會話 日本見物

by G. CAIGER, M. A. (OXON)

Author of "Talks in Tokyo"

Lecturer in English at the Peer's School and the Musashi Koto Gakko

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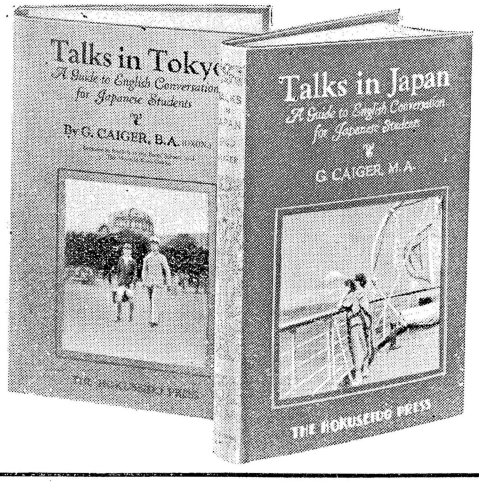
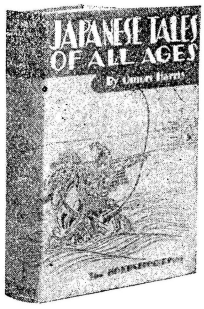


日本の各地を案内して說明する直ちに役に立つ英語會話。

大學を卒業したばかりの日本の一青年が英吉利の四人の家族を案内し日本各地を見物したり、說明したり、日常生活の各場面が次から次へと展開される。最も適切な自然な會話と外人應對に必要な知識を織込んだ無二の良書である。



Japanese Tales of All Ages

日本物語

by **Omori Harris**

Author of "Lotus Through the Slime"

Cloth. 360 *pages.* **2.30** 〒 14 *sen.*

* 米國の一流作家
* パール・バック女史
* 本書を賞讃す !!!

Pearl S. Buck, *says:*—The folk tales of any people are interesting because they reveal a sort of folk mind in which every one shares whether he acknowledges it or not. Here are collected the chief of Japan's folk tales, pleasantly translated, and now of especial significance because they reveal the ways of thinking, in a simple fashion, of a people whom many are finding it difficult to understand.
THE ASIA, *New York.*

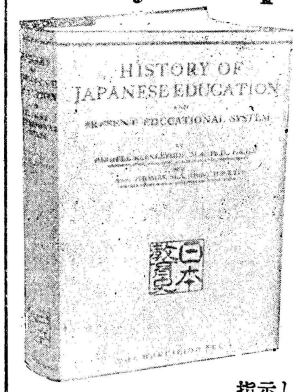
The Times, Literary Supplement, *London:*—They tell of brave deeds and tragic events in the lives of Dai Nippon's most famous warriors and worthies through the ages. . . As a whole, the book fulfils its author's purpose by presenting in sequence some of the salient features of the nation's history.

The Ashburton Guardian, *New Zealand:*—Omori Harris has produced a fascinating story of the Japanese nation, limned with light touches and in prismatic colours. The stories are so well written that they read like a novel, with not a dull sentence from cover to cover. "Japanese Tales" will appeal to children who delight in fancy trees and stories of adventure as much as they will interest adults who desire to enlarge their knowledge of the people of the Oriental Empire.

History of Japanese Education:

and Present Educational System

日本教育史

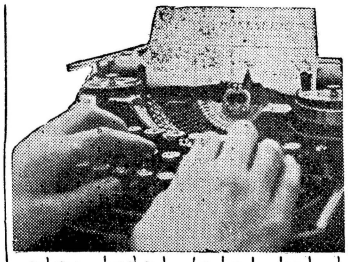


by DR. HUGH LL. KEENLEYSIDE.
Late Member of the Council of the Asiatic Society of Japan.
& A. F. THOMAS, M. A. OXON.
Professor of English in the University of Literature and Science, Tokyo.

9⅛ × 6½″ 356 *pages.*
Cloth. **5.00** 〒 10 *sen.*

上古より我文運の因つて來れる所を示し、現在の教育制度への路を指示し、一方現在の制度を詳述して其長短を指導せんとするものである。最新にして最も信憑すべき材料に依據し各種圖表豐富、我國唯一の英文日本教育史である。

The Times, Literary Supplement, *London:*—The authors' first purpose, in compiling this critical study of Japanese education, is to dispel the erroneous idea that Japan before the Restoration of 1868 was a barbarous country and to prove, on the contrary, how fertile was the intellectual ground which enabled the nation to assimilate so much of the science and culture of the West, "while all the time short-circuiting the West's centuries of progress." Their work, compiled with the assistance of the Department of Education, contains a good deal of historical background, together with a detailed survey of administrative machinery and organization, past and present; it contains also some trenchant criticism.



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我國の貿易業者が常に經驗するあらゆる場合を網羅して『之さへ有れば英語の商業通信文は自動的に書ける』と言つたやうな參考書が有つたなら如何ばかり有用であらうか、此希望を充たさんが爲めに多年橫濱高商の教壇に於て實地經驗深き著者が過去十有餘年間各方面に亙つて其材料蒐集に努力され上梓されたものが本書である。

本書の五大特色

▲輸出入取引、銀行、保險、海運、其他貿易業者の經驗するあらゆる場合を網羅す。

▲諸般の問合せ、申込、抗議及び其の回答、紹介、披露等は勿論、社交文、廣告文、履歷書に至るまで悉く包含す。

▲今日の貿易第一線に活躍しつゝある一流商事會社其の他の好意により直接提供されたる多數の通信文實例を掲載す。

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▲活用自在なる文例二、五〇〇、皆これ最新の活資料、卷頭の目次と卷末の索引を使用すれば所要の通信文は立ちどころに組立てられる。

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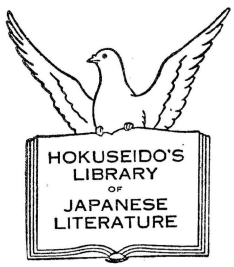
新渡戸博士は明治・大正・昭和の三代を通じての特異の存在であつた。而て其多岐多様なる七十餘年の生涯を通じて稀に見る博學と偉大なる常識と武士道的精神が輝いて居るのである。日本と其文化並に日本的精神を海外に宣揚する事に於て小泉八雲、岡倉天心と共に現代日本が持つた三大代辯者の一人でもあつた。

本書收むる所の隨筆は博士が昭和二年より四年間「英文日々」のために博士の耳目に觸れた凡ゆる問題に關して筆を執つた隨想千餘篇である。多數の讀者から毎日待たれる様にして讀まれて居たものである。先生逝去の直前までの最も圓熟せる思想と日常着の先生の風貌を傳へるものである。無言の教訓と崇高なる思想はいつまでも胸に殘るであらう。



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下記の諸篇は現代日本文學海外進出の嚆矢をなしたるもの。譯者は何れも斯界の第一人者、現代日本文學英譯の最高水準を行くものである。

方今海外に於ける日本文化研究熱の澎湃たる時に當つて益々其意義と價値を新にしつゝあるものである。

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